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12.45 p.m. to 1.45 p.m. ...Every 15 minutes.
1.45 p.m. to 2.15 p.m. ...Every 15 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.00 p.m. to 5.00 p.m. ...Every 15 minutes.
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6.00 p.m. to 8.00 p.m. ...Every 10 minutes.
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10.30 a.m. to 11.00 a.m. ...Every 10 minutes.
11.45 a.m. to 12.00 Noon. ...Every 15 minutes.
12.00 Noon to 1.00 p.m. ...Every 10 minutes.
1.00 p.m. to 2.00 p.m. ...Every 15 minutes.
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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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BIRTH.

On June 28th, at "Villa Branca," No. 24, Robinson Road, Hongkong, the wife of Mr. José M. Alves, of a daughter. [138]

HONGKONG OFFICE: 10A, DES VIEUX ROAD (C)
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 29TH, 1907.

SATURDAY, the 22nd June was the day fixed under the newly awakened self-consciousness of China for closing finally the opium dens of Shanghai City. The Taotai of the district had been holding out denunciations against the opium habit, along with the promise of honours for those who conformed early to the new regulations, and closed their establishments in advance of the appointed day; and several keepers of opium dens had spontaneously submitted, and to each of these was presented a medal in token of their acquiescence and support, and their intention to become law-abiding citizens. To secure acquiescence on the part of those who held out to the end, the Taotai ordered up from the garrison at Woosung some four hundred armed troops, and these were stationed in parties, each under the command of its regular officers, just outside the West Gate of the city, and composed a very orderly and respectable force, well drilled and armed with Mauser rifles, and in strange contrast with the so-called soldiers of but a few years ago. To supplement these in case of need there were stated to have been enrolled some hundreds of volunteers, also under responsible officers, while the city has now for some time been patrolled by a regular police force in clean and serviceable khaki uniforms, who to judge from outer appearance have earned the confidence of the better class of the inhabitants. There was thus without any effort at ostentation a sufficient force to

control any attempt at disorder on the part of the rowdy population who might feel aggrieved at the new order. The result was eminently satisfactory for the officials; the day passed absolutely without disturbance of any sort; the people went about their business as on any ordinary day, and no groupings, nor discussions were to be noticed, nor had any force to be made use of to close a single opium-smoking den.

Shanghai, in fact, wore its ordinary everyday aspect, and no one entering the city would suppose that it was about to undergo by force the greatest change in the habits of its inhabitants that any modern city has had to submit to. Those who only know Shanghai city from the recollections of even a few years ago, would be much surprised on paying a visit now to note the general march of improvement. Filthy and unpaved streets are now converted into cleanly and nicely paved alley ways; the city is supplied with water; many of the most filthy of the ditches are becoming filled up, and the streets widened; the roadways are fairly well cleaned, and a general air of comfort prevails in lieu of the former poverty-stricken conditions of the place. In the shops and houses there is now an air of comfort and prosperity: new houses and signs appear on every side, and the contents of the shops can now vie for attractiveness and value with those of the best kept thoroughfares of the adjacent Foreign Settlements. It was to be expected then that the inhabitants are in no mood to encourage disorder, and that the officials find them ranged on the side of willing submission.

On the other hand the extreme quietude which prevailed in the city on the 22nd, raises a suspicion that some sort of a modus vivendi has been discovered. There is no population in the world more impatient of any government interference with its ordinary customs and manners than the Chinese, and no one knows better how to circumvent any attempt through the deepest laid plots to deprive him of any luxury or vice to which he may have become accustomed. Mere outward signs of co-operation are here no proof whatever of incidence; and, if generally believed reports be true, a way out of the difficulty which will neither compromise the officials nor deprive the smoker of his luxury has been found.

It is true that the opium fiend can still find satisfaction in the Foreign Settlements where no anti-opium ordinance has as yet been passed, but we doubt if the closure of dens in the City will be found to affect in any way advantageously those in the Settlements. As a fact opium smoking dens have never been much in evidence in Shanghai city, yet there is no reason to believe that the habit is less prevalent there than in other parts of the Empire. As a rule every one who is disposed to smoke opium can do so, and there is no particular obliquity attached to the practice. There must be hundreds, if not thousands dependent for their living on the practice of the vice, and it would not be consonant with ordinary human nature, that these without any compensation whatever, should without a word of protest, give up a line of life to which they have been accustomed, and in many cases their ancestors on both sides for generations. The very readiness of the populace of Shanghai to accept the new situation is open to the suspicion that some compromise which will enable the old system, though for the present carried on clandestinely, to survive has been arrived at; and this is quite in consonance with what we know of the general tendency of the Chinese government. A notable instance of this is the salt smuggling which prevails under concealed official protection throughout the province of Kiangsu, and is more especially prevalent in this very district of Shanghai, where it introduces a very undesirable element of disorder into Municipal Police administration, and where to it can be directly traced much of the rowdiness which marks large districts along the north of the foreign settlements.

In England we know from experience, even under so powerful a government as that of Great Britain, how extremely difficult it is to put in practice laws contrary to the feelings of any large sections of the people at large. Even in such petty questions as vaccination we know how strong is the opposition of the so-called "conscientious objector." The proportion of the population in China who object to their opium smoking being interfered with is immeasurably greater, and the Chinese are the most ingenuous people on the face of the earth for evading unpopular laws, so that we must await further developments before accepting as a fait accompli the abolition of opium smoking, even within the narrow limits of Shanghai.

The caissons for the new Naval dock and the dock at Quarry Bay were got into position yesterday morning, Mr. Cruickshank having undertaken the task in the former, and Mr. R. H. Donald in the latter dock.

Yesterday afternoon on the river steamer *Keungshau*, returning from Canton, was approaching her wharf, she collided with the steam launch *Wo On*. The launch was cut in two, and sank, the crew being cast into the sea. One man is reported missing.

The missionaries are naturally gratified when the Chinese show sincerity for reform. Here is evidence of undoubted sincerity. A native paper states that the Chinese Ministry of War has decreed that any officer or private found to be an opium-smoker is to be decapitated.

At the Police Court yesterday, before Mr. G. N. Orme, some 100 men were charged with attempting to match a ring from a Chinese gentleman in Yee Yik Lane. On the evidence they were convicted, and his Worship sentenced each of the defendants to six weeks' imprisonment, and six hours' stocks.

There are in the Shanghai foreign Settlements, at the very lowest estimate, 6,400 Chinese young women, says the *N.C. Daily News*. Of these, 1,000 are students of Chinese and modern learning. Probably about 30,000 are employed in mills, factories and flotillas. The girls boarding schools under missionary control in Shanghai number six with over 300 students, who begin to enjoy an unprecedented freedom of which their own mothers never dreamt. In addition to these missionary schools there are twelve others under native control, which are very efficient and accomplishing solid work.

It now appears that a wireless telegraph message received from the Scilly Islands, reporting that Lieutenant Caulfield and L. S. of the Royal Engineers, were safe, was misread. The telegram mentioned merely that the balloon was safe, and this was misread: "Balloonists safe." The log kept by the officers in the balloon has been found, and it shows that they were aware of their proximity to the sea. The last entry in it was made at 8.15 p.m., and then the balloon was 100 feet high and trailing. It is stated that King Edward is greatly concerned at the disappearance of these officers, who made an ascent at Aldershot, in a balloon which was subsequently found near Exmouth.

Mr. A. Thorp writes as follows to the *Ceylon Observer*: Sir—I had an interview with His Excellency the Governor this morning. In his opinion he does not consider that there is any occasion to form a Command of the Legion in Ceylon. He pointed out that the C. M. R. would do all that was necessary in case of any enemy appearing in Ceylon and also that the life of a man here would not fit him to be of special use to an army in other parts of the world. After this I am afraid that I must let the formation of a Command in Ceylon drop and trust that the men who have written me and offered to join the Legion will join that fine body of men—the C. M. R.—Evidently the Governor is not impressed by circus tricks.

A representative of the *N.C. Daily News* has been investigating in Shanghai Native City and reports:—"The law has been technically compiled by the prohibition of smoking in the opium shops themselves, but opium is still sold freely over the counter "to be consumed off the premises. The Taotai's order is about as effective as an anti-smoking measure as the prohibition of drinking "on the premises" would be as a strict temperance measure at home. Many of the shops have posted notices outside to the effect that while opium cannot be smoked inside, it can still be purchased, and I personally witnessed several shops doing a roaring trade in the sale of the drug over the counter. The City is plastered with advertisements of anti-opium medicines."

At 5 p.m. on June 22nd, a large number of Chinese, some 1500 or so, met at the Chang Su-hio gardens, Shanghai, to celebrate the auspicious event. The meeting was addressed by Mr. F. S. Little, Mr. Lü Hai-huan, Treaty Commissioner, Taotai Shen Tung-lo, and several prominent members of the Chinese Gentry, who congratulated the authorities on their efforts in honestly trying to put a stop to the sale of opium within their jurisdiction. The harrowing effects of most of the anti-opium pills, etc., now sold in the market owing to their being mixed with morphine were also depicted and it was stated that it had been decided to start a Red Cross Anti-opium Society, whose object will be to assist opium smokers to overcome the habit by means of innocuous methods. At the end of the addresses a troupe from the Tankai Theatre on Huph Road gave a short performance and after a few fireworks had been let off the gathering separated at a little past 7 p.m.

By kind permission of Lieut.-Col. W. Scott Moncrieff and Officers, the Band of the Third Battalion "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music during dinner at the Hongkong Hotel, this (Saturday) evening:—
March..... "Pondoro,".....
Valse Lente..... "Caravans,".....
Lambert Selection..... "The Girl on the Stair,".....
Song..... "Star of Bethlehem,".....
Adagio..... "Koenig Stephan,".....
Scherzo..... "Serenade,".....
Serenade..... "Birthday,".....
Egert Reminiscences of England.....
Arrd. Godfrey American Sketch "Down South,".....
Myddleton DINNER MENU.—Hors-d'oeuvre—Eggs on Aspic, Soup—Clear Windsor Soup, Fish—Baked Fish, Entrees—Stewed Beef Steak and Mushroom, Fricassee of Veal, Lobster Patties, Curry—Kabob Curry, Joints—Roast Leg of Mutton and Mint Sauce, Capon and Celery Sauce, Boiled Corned Ox Tongue and Carrots, Cold Corned Brisket of Beef and Plain Salad, Sweets—Crust Pudding, Apricot Ice Cream and Finger Cakes, Tippy Cake, Cheese Straws, Dessert—Coffee—Fruit.

A traveller inland saw something decidedly humorous and decidedly Chinese. Travelling in North China, he says, "in one place lay a dredger, moored in the stream and virtually aground on the debris thrown over her side by her continuously well-paid crew during the ten years of her dinus."

The widow of Mr. Richard Cadbury the well-known chocolate manufacturer of Birmingham, has been killed by falling downstairs on the liner "Empress of India," while on a voyage to Yokohama to Vancouver. Mrs. Cadbury, who was accompanied by her daughter, had been on a visit to relatives in the China mission field. The deceased lady was a member of the Quaker body. She was well-known and greatly respected in the Midland capital, where she accomplished good and self-sacrificing work among the poor people.

A recent incident in Australia is related as showing how watchful a politician must be in this censorious age. Among other accounts of a deadhead nature on the books of the West Australian railway was one setting forth that Miss Peacock had been franked over the lines to the value of \$33, and instantly there were wide demands about it. People wanted to know why Sir Alexander Peacock's daughter was given these privileges. Sir Alexander himself, a former Premier of Victoria, was very much hurt when he heard of the matter, and hastened to assure the West Australian Government, firstly, that his daughter had appeared in Australia, it was entirely without his sanction; secondly, if she had made claims upon the West Australian railway she had done it without his authority; thirdly, that never during his long political career had he asked his own side, let alone any other, to extend dead-heading privileges to a daughter of his, and fourthly, and finally, he had no daughter, and never had a daughter.

It now appears that a wireless telegraph message received from the Scilly Islands, reporting that Lieutenant Caulfield and L. S. of the Royal Engineers, were safe, was misread. The telegram mentioned merely that the balloon was safe, and this was misread: "Balloonists safe." The log kept by the officers in the balloon has been found, and it shows that they were aware of their proximity to the sea. The last entry in it was made at 8.15 p.m., and then the balloon was 100 feet high and trailing. It is stated that King Edward is greatly concerned at the disappearance of these officers, who made an ascent at Aldershot, in a balloon which was subsequently found near Exmouth.

Mr. P. P. J. Wodehouse prosecuted, and Mr. E. J. Grist (of Messrs. Wilkinson and Grist) appeared for the defendants.

Sergeant Gordon stated that on the night of the 15th, or on the early morning of the 16th May, the deceased, a watchman in the employ of Messrs. Jescoob and Co., was watching one of their godowns at Hing Lung Lane, West Point. At about eleven o'clock in the forenoon of the 16th ultimo the fifth defendant and a brother of deceased went to visit him, and found that he had been murdered. The fifth and sixth prisoners had turned King's evidence, and the fifth voluntarily made a statement to the Police saying that some of the others spoke to him about deceased, and asked if he knew how much money the murdered man had.

His Worship—That is not evidence unless you are going to call them.

Mr. Wodehouse—We are going to call the fifth and sixth defendants.

His Worship—You withdraw the charge against them?

Mr. Wodehouse—Yes.

His Worship—The fifth and sixth defendants are discharged.

Dr. Headley then gave evidence as to the various wounds received by deceased, and Mr. H. E. Goldsmith, Assistant Engineer in the Public Works Department put in a plan of the building where the murder was committed, after which the hearing was adjourned.

MARRIAGE OF JUSTICE

In yesterday's issue we reported that two natives were convicted on a charge of selling fish in the avenue of the Western Market, fined \$50 apiece, and also ordered by Mr. F. A. Haslewood to be exposed in the stocks for six hours. One of the men pleaded guilty, but it appears that the other man, when asked what he had to say in reference to the charge, replied that he was a new comer. This was subsequently proved to be true, but not before the visitor was let forth as an offender against the law and suffered the degradation of public exposure in the stocks for about one hour. After sentence was passed his friends learned of his plight and conferred with Mr. Grist, and that gentleman was not long in reaching the Police Court to apply for a rehearing of the case. This was granted, and Mr. Grist pointed out to his client that he had only recently arrived in the Colony and was making a good living, and that they are making a good living, planting fruit and vegetables, and raising pigs.

On the West Coast, a steady influx of free immigrants is taking place, many coming to join relatives and friends; they quickly settle down, either up the line as monthly labourers on the Estates, or as gardeners and wood-sawyers. The padu planting has been very successful this season, yielding well and being of good quality, and in many cases settlers will not find it necessary to buy any rice. The area of cultivation both in the vicinity of Jesselton and up-country has been increased largely, and is still extending, both buyers and sellers seem to be well satisfied with the prices realised, and Mr. Penney knows of one trader who bought up a large quantity and shipped it off to the East Coast.

Although the Chinese are as a whole excellent workers and indispensable for Estate work, more particularly the heavier labour required for Tobacco growing, Mr. Penney thinks that it will be a great advantage to the country if we can arrange for a permanent supply of Japanese coolies as well. He has it from more than one authority that they are quite as good, if not better than Chinese, for Rubber cultivation. And now that both the New Darvel Bay Tobacco Plantation Co., Ltd., and the New London Estate Tobacco Co., have obtained permission from the Dutch Authorities to recruit coolies in Java for work on their Estates there is every reason to hope that we may soon see further batches arriving to work on the Rubber plantations.

WEATHER REPORT.

On the 28th at 11.55 a.m.—The barometer has risen considerably in Hongkong, and fallen quickly at Sharp Peak.

The China Sea depression, which appears to be shallow, moves up the Formosa Channel last night and is this morning situated off the N. part of the China Sea.

Strong S.W. winds may be expected in the Formosa Channel, and fresh S. monsoon over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

Hongkong & Neighbourhood { S.W. winds, moderate to fresh; fair.

Formosa Channel... { S.W. winds, strong.

South coast of China between Hongkong and Lamko... Same as No. 1.

South coast of China between Hongkong and Hainan... Same as No. 1.

There is no surer way of teaching a boy to loaf than to compel him to play a game which he does not like and for which he is not suited.

TELEGRAMS.

[DAILY PRESS EXCLUSIVE SERVICE.]

HONOURS.

LONDON, June 28th.

Peers have been conferred on Dr. Alexander Peacock (Lord Lieutenant of Cambridgeshire), the Rt. Hon. Sir James Kitson (an iron and steel manufacturer of Yorkshire), Mr. James Beyth (2) and Sir Samuel Montagu (head of the big London banking firm).

Mr. Alexander Hosie, Consul-General of the Province of Szechuan, has been knighted, and the Hon. Mr. W. Chatman, Director of Public Works at Hongkong, has been made a C.M.G.

We have received confirmation from the Colonial Secretary's Office, that the following telegram has been received from the Secretary of State:

"It gives me much pleasure to inform you that His Majesty has been graciously pleased to approve the appointment of William Chatman to be a Companion of the Most Distinguished Order of St. Michael and St. George."

[REUTER'S SERVICE.]

PRINCE FUSHIMI'S RETURN.

LONDON, June 26th.

Prince Fushimi sailed from Victoria in H.M.S. *Monmouth* yesterday. In a message to the Dominion Government he says he was much impressed by the enthusiasm of his reception and the evident goodwill shown towards Japan and hopes that the bonds of friendship between the two nations may ever continue.

RUSSIAN CAUCASIA.

LONDON, June 26th.

News from Tiflis says that ten bombs, thrown in the centre of the town exploded with appalling force; many were killed and injured, and immense destruction caused. The object of the outrage was to seize £25,000 which was being escorted from the Post Office to the Bank. The whole sum was stolen and, although this amount is missing from the shop safe, the detectives are inclined to believe that the money was removed by some of the inmates. Their trip to the shop, however, was not uneventful, for while they were interrogating the folks a man entered bearing a handkerchief containing three or four large envelopes. Sergeant Grant, on searching this bundle, found that it contained Canton lottery tickets. Later, two other natives entered the shop, and it was found that they had in their possession correspondence which should have come into the Colony through the Post Office. These men, as previously recorded, were charged and fined \$100 apiece.

A good house assembled last night at the Theatre Royal to welcome "The Private Secretary's" never failing source of merriment. The company gave a capital exposition of the comedy and loud laughter greeted the humorous situations and funniesties of the principals. The performance was indeed excellent and added to the good name of Bandmann.

BRITISH NORTH BORNEO.

STEADY INFLUX OF IMMIGRANTS REPORTED.

In his annual report on the Immigration and Protectorate Department at Sandakan, published in the B. N. B. Official

PARIS.

(FROM OUR CORRESPONDENT.)

May 24th.

VIS-A-VIS JAPON.

Considerable political importance continues to be attached to the entente between France and Japan. That the latter agreement is destined in due course to prove more effective towards the general peace than all the conferences in the world is becoming a recognised fact, though the mutual understanding after all is but a natural outcome of political movements. By such a beneficial agreement the alliances of France with Russia and of England with Japan are doubly interwoven, first by the approach of France to Japan, and secondly by an understanding between England and Russia. The only two nations to menace the threads of the tissue of such an international amity, at least so far as the East is concerned, are Germany and the United States. The latter is confidently expected to take a more sensible view of the situation than narrow-minded Germany. The new entente should, and will undoubtedly involve a sort of peaceful association of friendly nations bound by a mutual understanding to keep the admirable balance of interests and power in the East. True, the interests of America, clash very abruptly with those of Japan, particularly in the vicinity of the Philippines; in spite of this no one expects for one moment that any overwhelming strain will be exercised for years. With Germany—a country that tends to become more and more pessimistic—matters may assume a still graver aspect, though the now and welcome entente is in an aspect anti-German. In the attempt to extricate herself out of her present sphere of isolation, Germany may decide to get out of control. To do so, however, would not benefit her. Jealous as she may feel, it is well for her to remember the fact that neither the nature and extent of her sea-board nor the amount and value of her extra-colonial possessions put her on a level in extra-European affairs with France, Japan, America, Great Britain, or half Asiatic Russia. What does the Franco-Japanese Agreement prove? As the *Petit Parisien* rightly observes, that both this country and Japan are pursuing a pacific policy, and that these two great Powers have no intention of modifying the territorial status quo in the Far East. Korea and Formosa will be recognised as legitimate possessions of Japan, while French rights in Indo-China and at certain places in China under French occupation will be declared inviolable. Germany must admit, as do others, that there is no cause for picking a quarrel, since there is no quadruple alliance between Great Britain, Russia, France, and Japan, but merely a series of agreements, completing one another in that they are mutually facilitated, and that they are directed towards a single aim, the avoidance of all conflict in Asia. The agreement can have none but happy results, since, viewed in its right light, it is intended to serve the interest of all the powers which have a footing in the Far East. It creates no one, as Germany is aware. In Japan, France has another friend—one whom she has every reason to feel proud of, as does her neighbour, Great Britain. It does not follow that because much political mischief can be made out of the agreement, that the latter is a source of real danger to the world. In France, as in Great Britain, the Franco-Japanese Agreement has obtained the unanimous approval of everyone throughout the country.

CHAMP-DE-MARS.

When the buildings which formed the Paris exhibition of 1900 were demolished, the question of what should be done with the Champ-de-Mars was one that gave rise to a great deal of discussion. At different times during the period which has elapsed since the great "World's Fair," we were told of the plans which had been made for transforming the unlovely expanse of waste ground into a series of gardens the like of which Paris has never possessed. But, as more often than not, it all amounted to nothing. Now, however, the idea has been revived, and after a period of seven years, during which everybody had given up thinking of the Champ-de-Mars as anything else than a collection of unsightly earthmounds, covered with rank vegetation, a fresh start has been made with the object of embellishing the 80,000 square yards of ground that have for so long been a desolation, as well as an eyesore to Parisians and visitors. At the present moment an army of navvies is hard at work, and while workmen are busy removing the débris at the rate of ten trains per day, other trains are bringing in from the plains of La Beauce the soil which is to serve for the plants and flowers of the gardens. The contractors are astonishing everybody by the rapidity with which they execute their task. Thus, a wonderful electric excavator has been engaged, and at each incision of its deep-driven shears it tears away a mighty mass of earth, and bears it triumphantly to the wagon-on-waiting. As fast as the ground is cleared of the débris the gardeners set to work. The Champ-de-Mars is unrecognisable actually.

FRENCH TIME.

When someone a little while ago remarked with reference to the question of the adoption of the Greenwich meridian for France, that clock makers in this country would have to set back their clocks, the observation must have recalled to many minds the puzzlement with which they have often regarded French time pieces, especially those connected with railway stations. The difference between the meridian of Greenwich and of the Observatoire National, in Paris, is 9 minutes 21 seconds, less a few hundredths of a second, and the clock exhibited to the public near the gate of the Observatory of this city is fast on the Greenwich clock. The clocks outside the railway stations, and other public clocks, show this same Paris

Observatory time, but the clocks inside the railway stations, by which the trains are worked, are five minutes slow on the outside, so that actually French railway time is only 4 minutes 21 seconds fast on Greenwich or English railway time. The disagreement between the outside and inside station clocks in France is no doubt arranged so that a late comer may find himself pleasantly surprised, when he gets inside the station, that he has not missed the train, though it is doubtful whether the effect is produced twice on the same person. As regards the reason why France has hitherto stood aside from the universal, or zone time movement it cannot be doubted that this must be ascribed to Chauvinism. This is simply shown by the fact that a proposal was once brought forward in the Chamber of Deputies to the effect that the standard time for France should be 9 minutes 21 seconds slow on the time of Paris, thus overcoming the difficulty of having the time named as "English."

DISGUSTING RED TAPE.

Decidedly interesting and amusing is the experience of an *ouvrier* or Paris worker who was recently obliged to consult Dr. Charpontier at the Salpêtrière. The latter wrote out a prescription for him and ordered him to take immediately a sulphur bath, followed by a cold douche, every morning. The doctor also handed his patient a certificate, entitling him to receive the baths at the Hôpital Bichat. This was given him on the 7th April last, and next morning, at six o'clock the patient was prepared to commence his treatment. But he found that he was in too much of a hurry. He was told to return next day, between 9 and 11, "with his last rent receipts and his papers." He did so, but as his name was not inscribed on the list of the Bureau de Bienfaisance, or public charity Board, he was informed that he must go to the central administration in the Avenue Victoria. He went there, and after exploring Bureaux Nos. 10, 12, and 18 he took the advice of a uniformed *employé*, and returned to the Hôpital Bichat, where he asked that the baths ordered by Dr. Charpontier might be given him while the Bureau de Bienfaisance was making the usual inquiries. But the *employé* at the hospital replied that such a proceeding was against the rules and regulations, unless sanctioned by the director of the establishment. The patient saw the director, and, having this time fallen on a man of kindly sympathies and small respect for red tape, he obtained a *ba* authorising him to have "one bath." Then the patient waited till the 12th April, for the result of the inquiries being pursued by the Charity Board, and on the 13th as he was at work, he sent his wife to the Hôpital Bichat with his last rent receipt, his military certificate, and his family certificates. She returned home with the information that the cards for the baths could only be given in the hands of the person concerned. On the 14th, the patient himself went to the hospital, when at last he was given a number of cards entitling him to commence the sulphur baths on the 15th. By this time he was as much better but he decided to do without the baths which it had taken him eight days to obtain. A more striking example of red tape would be difficult to find, yet ignorant Frenchmen will tell you quite coolly that this sort of administration is the envy of Europe, not to say, of the world!

ABOUT KING EDWARD.

Each succeeding visit of King Edward to this capital is made the occasion by the newspapers of friendly references to His Majesty. The following study of "Edward VII," by M. F. J. de Tessan is well worth reproducing. After remarking that King Edward possesses the *heures voyageuses*, like Montaigne, who was subtle philosopher, and like Henri IV, who was a gross King, M. de Tessan says that although His Majesty (King Edward) has the suppleness of the former (Henry IV), he possesses, in addition, all the refinements demanded by the art of modern diplomacy. Edward VII, comprehends his master of King in an essentially original manner. He insists upon being the first Ambassador of his Kingdom, and at the same time the first of globe-trotters. None is so fond of movement as he; wherever he goes he is always at ease. He is as much at home in his admiral's uniform as in his Highland kilt. Between two diplomatic journeys he sets the fashion for a new hat or a novelty in cravat knots. The latest Blue or White Book has no more secrets for him than the newest fashionable novel. When he wishes he can be *l'heure le plus chic* of his century, and in his leisure moments as meditative as William of Orange. He never has any absolute vacation, for even when he appears to be resting, his correspondence is never allowed to fall into arrears. Nothing escapes him. King Edward has the gift of silence in a great measure as he has the gift of speech, while his attitude is always admirably calculated. Nothing like saying a kind word when you can.

LATEST STEAMER MOVEMENTS.

The O. & O. str. *Korea* sailing from here on 1st inst., arrived at San Francisco on 27th inst. The C.P.R. str. *Tartar* arrived Kobe at 8.30 p.m. on Wednesday the 26th June, and left again at 5 a.m. on Thursday for Yokohama where she is due to arrive at 7 p.m. yesterday. The C.P.R. str. *Empress of India* arrived Shanghai at 1.30 p.m. on Thursday 27th June, and left again at 10 p.m. same day for Hong Kong where she is due to arrive at 6 a.m. tomorrow. The I.G.M. str. *Priyat Ludwig* carrying the German Mails with dates from Berlin of the 4th June, left Singapore on the 28th June, at 8 a.m., and may be expected here on or about the 2nd July. The N.Y.K. str. *Nikko Maru* (Australian Line) left Thursday Island for this port via Manila on the 27th June, and is expected here on the 6th July. The Indo-China str. *Kumsang* left Calcutta for this port via the Straits on 27th June, and may be expected here on or about 13th July.

THE SETTLEMENT OF SIBERIA.

THE POLITICAL ASPECTS.

The emigration movement from Russia to Siberia has, since the beginning of the year, attained vast proportions (100,000 emigrants in three months). This sudden activity is due to two causes:—

(1) A desire to settle the Russian Far East with Russians before the Yellow wave (whose ultimate arrival is regarded as inevitable, at all events in Siberian and in military circles) breaks over it;

(2) A desire to show the Duma that the Government is working hard on the problem of agricultural distress.

It will be impossible, however, to even partially avert the agrarian difficulty in any reasonable time by the settlement of Siberia, for there is not enough available land there, the settlers have neither the money nor the mental habits necessary for successful pioneers, and many of those who set out with a light heart and a lighter purse get stranded en route or return to tell stories of Siberia that effectively stop emigration from their village for a whole generation.

A St. Petersburg correspondent has interviewed Mr. Dmitriev Yanchitsky, one of the Siberian emigration officials, who tells him that three expeditions are to start this year from Khabarovsk. One goes east to explore the mountains lying between the railway and the sea; the second goes west, and the third goes along the north bank of the Amur as far as the sea.

Mr. Yanchitsky is not too hopeful of discovering an agricultural El Dorado in the district which he personally has to traverse, for it has been found that owing to the bad climate and the wet soil the wheat grown there requires a peculiar property, which has led the people to bestow on the loaves made from it the name of "drunken bread." This bread causes sickness, headache, and some of the effects of intoxication, and good bread cannot possibly be produced till the country is properly cleared and drained.

It is possible, then, that this country cannot at present be cultivated.

Mr. Yanchitsky replied that in that case they would leave it uncultivated. It would be almost as great an obstacle to an invader as if it were thickly inhabited. Each emigrant, Mr. Yanchitsky explained, gets 100 roubles in cash, is freed from taxes and from military service for a certain time, gets agricultural implements free, has the benefit of watching the work done in the experimental gardens that the Government is establishing throughout Manchuria, and gets a cheap ticket on the railway.

The Amur district is to be settled first, owing to its critical position in view of an "overbearing Japan and an awakened China." Then the Zababik is to be settled; lastly, Middle Asia. It will thus be seen that recent events in the Far East have entirely withdrawn all pressure from the Indian frontier. Russian Jingers and alarmists would hardly know what you are referring to if you spoke of Herat and the Pamirs. All their thoughts are fixed on Kamchatka, the Amur, and the Maritime Province.

The book store of the General Staff in St. Petersburg is full of works on Mongolia, Manchuria, and Japan, but it would be impossible, I think, to purchase in it any recently published book bearing on India, save, perhaps, a thin official account of the project for joining the Turkish and Siberian railway systems—a project which is not intended as a menace to India but rather to facilitate the reinforcement of the Russian troops in Eastern Siberia.

The return to Mr. Yanchitsky, Kamchatka is, according to that gentleman, to be explored next year. Of course, settlers cannot expect to live there by agriculture alone, and even in the great province of Yakutia the grass in some places is very good for two or three months in the year, sufficiently good to make cattle-raising profitable. But the settler in Kamchatka would have to be a good hunter and fisher, and if he had money enough to go in for fishing on a large scale (like Bound Kaiserberg whose whalers reap a rich harvest every year in Kamchatkan waters) he could quickly become exceedingly wealthy.

Mr. Yanchitsky usually remarked that the Amur railway will not be difficult a piece of engineering as the Baikal railway, for this reason, that it can be made to zig-zag or go around obstacles, whereas the Baikal line had to go straight through them. This remark had been previously made to me by an engineer who had lately been in the Far East.

There is no doubt that the Russian Far East will ultimately be settled, but I am in doubt as to whether it will be settled by men with yellow skins or white skins; for, against all the elaborate preparations of the Russian Government must be put the indifference and suspicion of the Russian people. The average *rusak* says:

"You are trying to 'hustle' me out to the Far East so that I may not press my claim for a slice of these fat monastic and seigniorial lands, which belong by right to the peasantry. Thanks; I think I'll stay."

In other words, the Duma shows no enthusiasm for the plantation of Siberia. Mr. Alexinsky, the Social Democrat Leader, fails to see benevolence or even common sense in a scheme which plants a starved peasant in a forest several thousands of miles away, gives him an axe, and tells him to go ahead and distinguish himself; and even Conservatives like Professor Kapustin are sceptical.

FALL IN SECURITIES.

FEARS OF SOCIALISM.

One of the foremost financiers in the City of London talked last month with a representative of *The Daily Telegraph* upon the causes of the prevailing financial depression. "If you were to go to a broker," this high authority said, "he would tell you that the low prices of gilt-edged securities are due to the liquidation of such and such an account. Or, perhaps, there has been an over-supply of stock, which the public has not yet absorbed. This may be true for the moment, but it is merely an incident—a fact, a cause of distrust and impaired credit. There are other and more potent, and less temporary, influences at work, and these are political."

"And do they prove the predominant factor in the present situation?"

"In my opinion, yes, in all countries. I place above all other considerations the fear which exists everywhere of impending Socialistic legislation. Take America. There we have Roosevelt, the declared enemy of Trusts and of railways. But he has taken flight. He has, among others, I doubt not, read a certain review article, which has put things plainly to him, and to-morrow night, when the President of the United States speaks, you will find, I fancy, that he is Conservative. But let me tell you that the Yellow Press is doing a great deal of harm. New York correspondents cable—I won't say because it is saleable—exciting news, regardless of consequences. America has, through Wall-street, exercised an influence upon our markets, but that is not nearly so great as the want of confidence brought about in this country by the fear of what our own Government may do."

"Then the remedy will not come until we have a change of Government?"

"I prefer not to discuss that question. We do not stand alone. There is France. We fear of an income-tax—the French minister is selling out, to some extent in this market, and re-investing, through his brokers in Geneva or Lausanne, or in Holland. He prefers to incur all the inconveniences of dividend collection across the frontier in order to escape the impost."

"Does he re-invest here?"

"No and for this reason: It is too great a disservice for a Frenchman to take up his residence on this side of the Channel; and, besides, he fears the death duties, which can only be evaded by a joint account. To cross over to Switzerland is nothing to him. He is accustomed to do it every year."

"Is Germany suffering with the rest?"

"She has to pay more for money, and she has over-extended her capital. But German securities stand in a different category from the debts of the rest of the world. Her railway earnings are sufficient to pay the dividends and Germans have, therefore, assets which other nations have not."

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matters to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that the supply is limited. Only registered for Cash.

Advertisements and Subscriptions which are not entered for a fixed period will be continued until countermanded.

Telegraphic Address: Press, Codes, A.B.C., 614 Ed. Letters.

P.O. Box, 83, Telephone No. 12.

NEW ADVERTISEMENTS

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"JAPAN." Captain J. G. Olifent, will be despatched for the above Ports on TUESDAY, the 2nd July, at 3 p.m. For Freight or Passage, apply to DAVID SASOON & CO., LTD., Agents, Hongkong, 28th June, 1907. 983

FOR KOBE (DIREC.)

THE Steamship

"KISAGATA MARU," Capt. Yoshimura, will be despatched as above on THURSDAY, 4th July, at Daylight. For Freight and further particulars, apply to DODWELL & CO., LTD., Agents, Hongkong, 28th June, 1907. 1136

INTIMATIONS

INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG.

A SMOKING CONCERT

WILL BE HELD IN THE ROOMS OF THE INSTITUTION, TO-NIGHT (SATURDAY), The 29th inst., Commencing at 9 P.M.

Members with their Friends are cordially invited to attend.

ALBERT J. ASKEW, Secretary and Manager, Hongkong, 28th June, 1907. 1131

WANTED.

GENERAL OFFICE ASSISTANT with Bookkeeping Experience. European with Mercantile training preferred. Apply stating age, experience and salary required.

"ACCOUNTANT"

Care of "Daily Press" Office, Hongkong, 27th June, 1907. 1125

NAVY CONTRACT.

From Lower Balcher, in a Westerly direction, at ranges up to 10,000 yards, commencing at 9:30 A.M., and finishing at 10:30 A.M.

On FRIDAY, the 5th July.—

From Lyman Redout, in an Easterly direction, at ranges up to 10,000 yards, commencing at 9:30 A.M., and finishing at 12 NOON.

If the weather is unfavourable on any of the above dates, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

BASIL TAYLOR, Commander, R.N., Harbour Master, &c.

Hongkong, 29th June, 1907. 1139

IN THE MATTER OF ORDINANCE NO. 2 OF 1892,

AND IN THE MATTER of the Petition of LOUIS SEPULCHRE of Horstal-les-Liège, Belgium, Manufacturer, for LETTERS PATENT for improvements in Caps, or Tops for Lamps and other Chimneys ventilating shafts and the like.

NOTICE IS HEREBY GIVEN that the Petition, Declaration and Specification required by the above-named Ordinance have been duly filed in the Office of the Colonial Secretary of Hongkong, AND THAT it is the intention of the said LOUIS SEPULCHRE by DENNYS and BOWLEY his Solicitors to apply for LETTERS PATENT for the exclusive use within the Colony of Hongkong of the above invention at a sitting of the Executive Council to be held at the Council Chamber, Government Office, Victoria, Hongkong on TUESDAY, the 9th day of July, One thousand nine hundred and Seven.

Dated the 28th day of June 1907.

DENNYS and BOWLEY, Solicitors for the Applicant.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship "ERZH. FRANZ FERDINAND," having arrived, Consignees of Cargo are hereby informed that Cargo will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Goods Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before NOON on the 5th July, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 5th July, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Hongkong, 28th June, 1907. 3

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT is now ready and contains—

Epitome of the Week's News.

Leading Articles.

Wanted More Entertainments.

The Triple Entente.

The Yangtze Ports.

Africa and China.

China Association Report.

Hongkong Legislative Council.

Typhoon Bravery.

Hongkong Sanitary Board.

Supreme Court.

Manila's Population.

Quarry Bay Dock opened.

To Prevent Dumping.

Censoring Court.

Canton.

Kutang (Amoy) Municipal Council.

Correspondence.

Commercial.

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Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each or \$1 Cash for three copies.

Subscription: \$12 per Annum, payable in advance; postage \$2.

Hongkong, 28th June, 1907.

NOTICES OF FIRMS

NOTICE.

FROM the 1st day of July 1907, the Business and Responsibility of The KOWLOON HOTEL will be taken over by Mr. OWEN ELIAS OWEN. All monies due to the Hotel before the 1st July 1907 are payable to Mr. J. W. OSBORNE alone.

For Freight or Passage, apply to DAVID SASOON & CO., LTD., Agents, Hongkong, 28th June, 1907. 983

NOTICE.

THE Interest and Responsibility of EDWARD CONSTANT RAY in the business carried on by him as a Ship and General Broker under the style of "E. C. RAY" ceased on the 28th February, 1907.

The business of a SHIP and GENERAL BROKER carried on by me under the said style of "E. C. RAY" since the 28th February, 1907, will henceforth be carried on by me under my own name.

J. W. OSBORNE, Hongkong, 20th June, 1907. 1037

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APOLLO



THE IDEAL ATHLETE

SCIATICA, NEURALGIA, PROSTRATION AND DEPRESSION.

"Apollo" tells how to avoid wasted effort.

"APOLLO," the Ideal Athlete, the embodiment of physical grace and symmetrical muscular development, pays a glowing tribute to the wonderful curative and invigorating properties of Phosferine. Even "Apollo's" superb physique was not proof against attacks of Sciatica and Neuralgia, and he declares that a course of Phosferine quite cured these disorders and completely dispelled the weariness and exhaustion consequent upon over-training.

All the brilliant athletes in the kingdom have recognized the merits of Phosferine and expressed their appreciation in much the same words as "Apollo." Without exception, from Royalty downwards, every class of brain and manual worker has placed on record with us the marvelous benefits they have derived from Phosferine. As editor of a health magazine, "Apollo" further relates that he found the tonic invaluable for relieving brain-fag.

"APOLLO" writes:—"When I left South America, some six years ago, I had a bad attack of Sciatica, which left me prostrate and totally unfit. An agent of yours in Southport recommended Phosferine, and a few bottles soon put me right again, since then I have used it for Neuralgia, and found it a real good thing. Over-training and sustained exertion tries one considerably, and for the weariness so induced, Phosferine is the only remedy that quickly pulls me round, especially have I found it give relief in the tired feeling, caused by depressing or hot weather. A good deal of brain work falls to my share in my journalistic work, and in this, Phosferine has for some years been a great friend to me, and whenever I can, I always give it a good word, for it is a remedy that has never failed me."—June 6, 1906.

PHOSFERINE

The Greatest of all Tonics.

A PROVEN REMEDY FOR

Latitude	Backache	Stomach Disorders	Influenza
Neuralgia	Mental Exhaustion	Brain-Fag	Headache
Rheumatism	Premature Decay	Sleeplessness	Hysteria
Indigestion	Nervous Debility	Exhaustion	Faintness

and all disorders consequent upon a reduced state of the nervous system.

THE ROYAL EXAMPLE

Phosferine is used by the Royal Families of Europe, which, in plain language means that every user of Phosferine knows and feels that this famous Tonic is commanded by the greatest living physicians.

The Remedy of Kings

Phosferine has been supplied by Royal Commands

To the Royal Family
H.H. the Emperor of China
H.H. the Empress of Russia
H.H. the King of Greece
H.H. the Crown Prince of Roumania
H.H. the Grand Duchess Sorge of Russia
And the Principal Royalty and Aristocracy throughout the world.

Proprietors: Ashton & Parsons, Ltd., La Belle Sauvage, Ludgate Hill, London, England. Price in Great Britain, bottles, 1/1, 2/6 and 4/6. Sold by all Chemists, Stores, &c. The 20 also contains monthly four times the 1/1, size.

USE ONLY and USE ALWAYS

ATKINSON'S

MOST

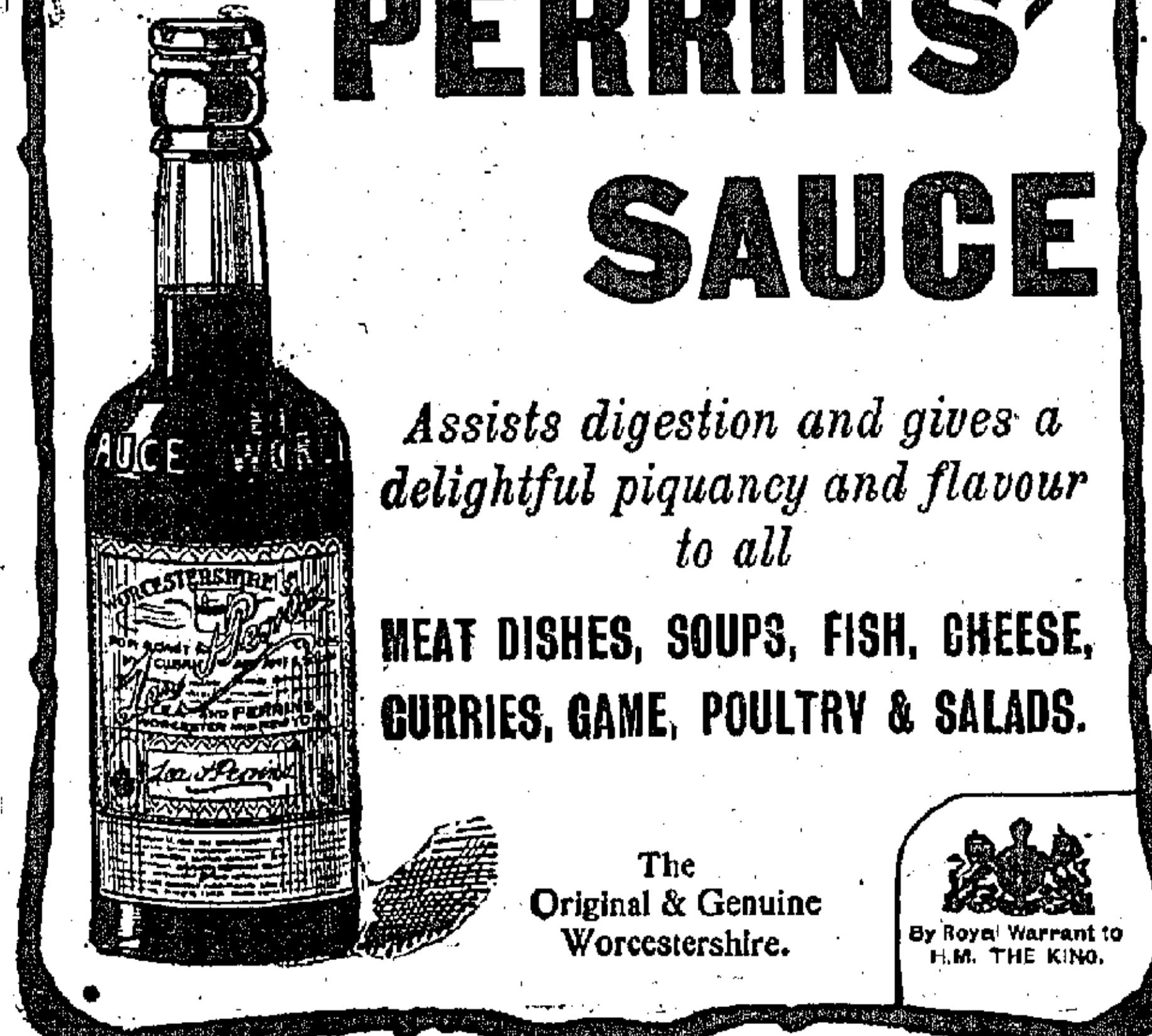
REFRESHING.

Far Superior
to the
German Kinds.A LUXURIOUS PERFUME
IN HEALTH.

EAU DE COLOGNE

A NECESSARY
RESTORATIVE
IN SICKNESS.

LEA and

PERRINS'
SAUCEAssists digestion and gives a
delightful piquancy and flavour
to allMEAT DISHES, SOUPS, FISH, CHEESE,
CURRIES, GAME, POULTRY & SALADS.The
Original & Genuine
Worcestershire.By Royal Warrant to
H.M. THE KING.

JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report dated Hongkong 23rd June, 1907:—The market has ruled very unfriendly during the week under review chiefly owing to a temporary fall in Hongkong and Shanghai Bank Shares in London on account of a glut of new issues shares. London, however, with the news of a rapid recovery of the stock in London, everything assumed a brighter aspect and rates which were inclined to drop quickly recovered. A fair amount of business has been transacted at about the same rates as those ruling last week, and the market closes steady at quotations.

BANKS.—Hongkong and Shanghai. Our market closed last week with sellers at \$875 (cum all), with London at \$838. It is the early part of this week, however, with a quick decline in the London rate to \$910 cum all, and to \$835 prem for the new issue, the local rate very gradually and reluctantly was forced to follow the drop, but only to a very limited extent, and we may safely say that our local rates went at no time as low as the London ones, and there was no apparent eagerness to sell; in fact, contrary to all expectations, China holders shewed all the firmness, and London holds the weakness. The weakness, in London, however, was as temporary as it was sudden, the market very quickly recovering itself, and at time of closing authentic private advices quote \$890 cum all, \$760 ex new issue, and \$825 prem for new issue. A few fractional certificates (1/ shares new issue) have changed hands during the week at \$837 to \$110 prem, and a few local sales at \$860 cum all have been effected. We have nothing to report in Nationals.

MARINE INSURANCES.—Unions have improved to \$750, with a small sale reported at the close, buyers still ruling the market at that rate. Canton remains quiet and close, with sellers at \$75, while sales are reported at even a lower rate. We have nothing else to report under this heading.

PIPE INSURANCES.—Hongkong remains unchanged and without business. China after small sales at \$86 and \$87, close with sellers at the latter and buyers at the former rate.

SHIPPING.—Hongkong, Canton and Macao changed hands in the early part of the week at \$91, and later at \$11 and \$94, the market, closing with probable sellers at the latter and buyers at the former rate. Indos have been negotiated at \$69 for "pref" and "def" conjointly, and more shares are obtainable at that rate. A demand for "pref" however, meets with no response. This company declares dividend of 2% per cent, and shows a reduction in reserve fund of \$71,000. China-Manilas have been placed at \$15, and Douglaes at \$49.4. Shell transports, after a small sale at \$74, have declined to \$65 with sellers. Star Ferries are neglected with sellers and no buyers at quotations.

REFINERIES.—China Sugars continue on the downward path and the rate has fallen to 103 without business. Luxtons are on offer without obtaining a bid.

MINING.—Raubs have been placed during the week at \$11 and \$6, closing with sellers at \$6 and probably lower.

DOCKS, WHARVES, GODOWNS, &c.—Hongkong and Whampoa Docks have found a small purchaser at 106, closing with sellers at that rate. Kowloon Wharves have been negotiated at 79, but close with small sellers at that. Shanghai Docks have slightly improved to 78, with a small local business at that and at 75. Hongkew Wharves have ruled rather erratic in Shanghai, varying, from advice received locally, from \$22 to \$23. We have no purely local business to report in this stock. New Amoy Docks continue with buyers at 111.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have found further small buyers at 116, but close with sellers at that rate. Kowloon Lands could be placed in a small way at 37, but there are none available at the moment. Humphreys have found further buyers at 10, but sellers rule the market at that rate. We have nothing further to report under this heading.

COTTON MILLS.—Ewes show an improvement at 63, and Soay Chees at 330, while Internationals have receded to 50.

MISCELLANEOUS.—China Providents have changed hands at 9 and 8.90, Dairy Farms at 15, Green Island at 64, Peak Trams at 10, and Watsons at 11. China Providents, Cements and Watsons close with sellers, while Peak Trams and Ropis are enquired for, the last at the improved rate of 21. We have nothing further to report under this heading.

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL Hongkong.—30th June, Sunday, 6th after Trinity. Holy Communion (7.30 a.m.) Matins (11 a.m.) (Full Choir). Responses, Ferial, Vespere, Hymne, Psalms, etc. 30th morning; "Come, Holy Ghost," Garrett in G; Anthem, "Crown, Holy Ghost," Attwood. The preacher at Matins will be the Venerable Archdeacon Bunting. Holy Communion (12 noon). Kyrie, Agnus in F; Hyams, 363 ("Tunc et Idee," 166; Evansong, (5.45 p.m.) Responses, Ferial, Psalms of the 30th evening; Magnificat, Tunc (2nd evening); Nunc Dimittis, Falton; Hyams, 352 (T. 349), 540 and 31.

N.B.—Psalm 144 Verses 1, 2, 5, 6 in unison.
145 " 5, 4, 10 "
146 " 1, 10 "
Hyams, 166 Verses 1, 3 and 5 in unison.

UNION CHURCH, Kennedy Road, Sunday 30th June 1907. Preacher Rev. W. C. McIntire.

11 a.m. 6 p.m.
Hymn 420 Hymn 24
Psalm 131 Psalm 130
Hymn 40 Hymn 308
" 52 " 109
" 203 " 270

Communion 12 noon Hymn 415.

ST. ANNEN'S, Kowloon.—(Robinson Road, near British School.)—Sunday.—Holy Communion 1st Sunday in month, 2nd and 4th Sundays, 6 p.m.; Sundays 12.30 a.m., 3rd and 5th Sundays at 7 p.m.; Morning Prayer and Sermon at 11 a.m.; Evening Prayer and Sermon, at 6 p.m.; Children's Service (and Baptisms, if necessary) on 2nd Sundays, at 3 p.m.; Sunday School at 3 p.m. on remaining Sundays. Wednesday.—Shortened Evening Prayer with address, at 6 p.m.; Congregational psalms of Hymns, &c. at 6.45. "Hymnal Companion" used and provided. All seats are free after the commencement of Service. Appropriated sittings are reserved up to that time only. Churchings before or after any of the services and Baptisms at special times, by appointment with the chaplain. The Church is open daily until sunset, and can be used for Prayer and Meditation.

St. Joseph's CHURCH, Garden Road (Roman Catholic), Mass, Benediction and Sermon (in English) at 10 a.m.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at the KOWLOON BOOKSTALL, MR. BUTTERFIELD'S KOWLOON STORE, No. 36, Elgin Road & Mr. A. F. FERREY WHARF STALL. Hongkong, 22nd December, 1903.

THE SONS OF MARTHA.

We reproduce below a poem by Mr. Rudyard Kipling which appeared in the Standard:—The Sons of Mary seldom bother, for they have inherited that good part. But the Sons of Martha favour their Mother of the careful soul and the troubled heart. And because she lost her temper once, and because she was rude to the Lord her Guest.

Her Sons must wait upon Mary's Sons, world without end, reprobate or rest.

It is their care in all the ages to take the buffet and cushion, the shock. It is their care that the gear engages; it is their care that the switches click.

It is their care that the wheels run truly: it is their care to embark and entrain.

Tally, transport, and deliver duly the Sons of Mary by land and main.

They say to mountains, "Be ye removed." They say to the lesser floods, "Be dry." Under their rods are the rocks reproved—they are not afraid of that which is high. Then do the hill-ops shake to the summit—then is the head of the deep laid bare; That the Sons of Mary may overcome it, pleasantly sleeping and unaware.

They finger Death at their glove's end where they pierce and repiece the living wires. He rears against the gates they tend; they feed him hungry behind their fire. Early at dawn, one must see clear, they stumble into his terrible stall.

And hale him forth like a haltered steer, and goad and turn him till evenfall.

To these from birth, in belief forbidden: from these till death is Relief afar. They are concerned with matters hidden—under the earth-line their altars are. The secret fountains to follow up, waters withdrawn to restore to the mouth;

And gather the floods as in a cup, and pour them again at a city's drought.

They do not preach that their God will rouse them a little before the nutt work loose; They do not teach that His Pity allows them to leave their work whenever they choose. As in the throng'd and the lighted ways, so in the dark and the desert they stand. Wary and watchful all their days that their brethren's days may be long in the land.

Raise ye the stone or cleave the wood to make a path more fair or flat;

Lo it is black already with blood some Son of Martha spilled for that!

Not as a ladder from earth to Heaven, not as a witness to any crowd.

But simple service simply given to his own kind in their common need.

And the Sons of Mary smile and are blessed—they know the angels are on their side. They know in them is the Grace o'fessed, and for them are the Mercies multiplied. They sit at the Feast—they hear the Word—They see how truly the Promise runs;

They have cast their burden upon the Lord, and the Lord He lays it on Martha's Sons!

CLARKE'S

B. 41.
PILLS.

A warranted cure for all acquired or constitutional Diseases from the Urinary Organs in either sex. These famous Pills also cure Graves' Paroxysms in the Back and all Kidney Disorders. Free from mercury. Forty "pill" success. Sold by all Chemists and druggists throughout the world.

75

When you buy ordinary oats
you are "paying for husk and
indigestible woody fibre."

Plasmon Oats

contain neither; and thus go
twice as far.

Delicious porridge in 4 minutes.

Also PLASMON COCOA.

Sample for stamp.
PLASMON LTD., FARRINGDON STREET, LONDON.

804

When buying Lime Juice Buy the Best.

The Best is
"Montserrat
Lime Juice."

"MONTSERRAT" is prepared from cultivated limes, and is always fresh and pleasant to the taste. Mixed with plain or aerated water, it makes a cooling, refreshing, healthful drink.

Try a dash of "Montserrat" in your whisky and soda.

There are two kinds—

Unsweetened, i.e., Plain Lime juice, Sweetened, i.e., Lime juice Cordial.

Agents: A. S. WATSON & CO., LTD., HONG-KONG.

By Royal Warrant to

His Majesty
The King.

BOVRIL

is an excellent tonic, bracing
the system when everything
else fails.

Try a little milk in your hot Bovril.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

Known throughout the world and prescribed in all cases of
Anaemia, Debility and Convalescence, to young women, children
and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition
to the registered trade-mark:

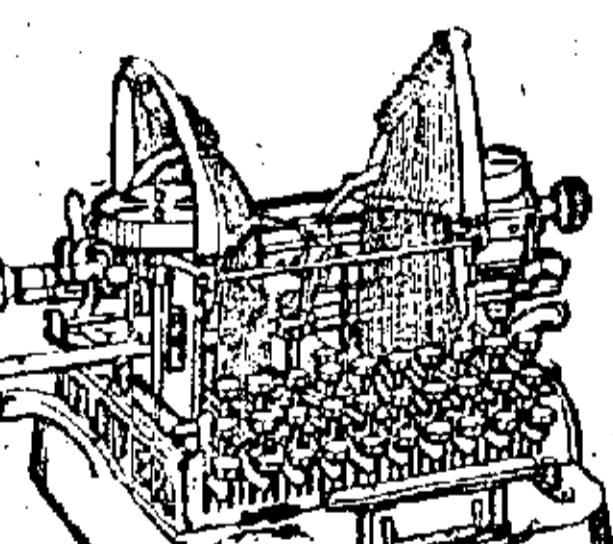
(1) The WARRANTY STAMP of the UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial
purely and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Vitré (Ille-et-Vilaine).

AGENTS:—CALLEBECK, MACGREGOR & CO., HONG-KONG.



THE OLIVER TYPEWRITER CO., LTD.

ARE PREPARED, DURING THE STAY OF

THEIR SPECIAL REPRESENTATIVE IN HONGKONG,

</

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
MARSEILLES and LONDON	{ DEVANHA	Noon, 29th	{ See Special Capt. T. H. Hide, R.N.R. } June } Advertisement.
SINGAPORE, COLOMBO and BOMBAY	{ SOCOTRA	About 29th	{ Freight only. Capt. W. R. Hickey } June }
SHANGHAI, MOJI, KOBE, SIMLA and YOKOHAMA	{ YOKOHAMA	About 5th	{ Freight and Capt. C. D. Goldsmith, R.N.R. } July } Passage.
LONDON, and ANTWERP	{ SYRIA	About 17th	{ Freight and Capt. D. G. Gregor, R.N.R. } July } Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 27th June, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CEBU & ILOIO	SUNGKUANG	On 29th June, NOON.
SWATOW and SHANGHAI	CHIUKIANG	On 1st July, 4 P.M.
HOIHOW and HALPHON	CHIHLI	On 2nd July, Daylight.
MANILA	TAMING	On 2nd July, 4 P.M.
TSINGTAO, CHIEFOU & NEWCHWANG	KWEIYANG	On 3rd July, 4 P.M.
SWATOW, CHIEFOU and TIENTSIN	KWEICHOW	On 4th July, 4 P.M.
NINGPO & SHANGHAI	FOOCHOW	On 4th July, 4 P.M.
SWATOW and SHANGHAI	SHAOHSING	On 6th July, 4 P.M.
DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, SYDNEY and MELBOURNE	CHANGSHA	On 10th July, 4 P.M.
YOKOHAMA and KOBE	CHINGTU	On 11th July, 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 28th June, 1907.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific is the "EMPEROR LINE," Saving 5 to 10 days Ocean Travel. 11 DAYS YOKOHAMA to VANCOUVER. 13 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration). TUES. LEAVE HONGKONG ARRIVE VANCOUVER
"EMPEROR OF CHINA" 6,000 " THURSDAY, 4th July ... 22nd July ... 10th August
"ATHENIAN" 3,882 " WEDNESDAY, 17th July ... 10th August
"EMPEROR OF INDIA" 6,000 " THURSDAY, 1st Aug ... 19th August
"MONTENAIGLE" 2,182 " WEDNESDAY, 14th Aug ... 7th Sept.
"EMPEROR OF JAPAN" 6,000 " THURSDAY, 29th Aug ... 16th Sept.
"TARTAR" 4,425 " WEDNESDAY, 11th Sept ... 5th Oct.

"EMPEROR" Steamers will depart from HONGKONG at 4 P.M. Intermediate Steamers at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the C. & P. NEW PALATIAL "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 23 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 250; via New York 462.

Intermediate Steamers 1st Class Railways 240, 242.

R.M.S. "MONTENAIGLE," "TARTAR" and "ATHENIAN" carry Intermediate passengers only at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

6

NORDDEUTSCHER LLOYD. BREMEN.
IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
KUDAT and SANDAKAN	BORNEO	Sunday, 30th June, 9 A.M.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP, and BREMEN	ROON	Wednesday, 3rd July, at NOON.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	PRINZ LUDWIG	About Wednesday, 3rd July,
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	MANILA	Thursday, 18th July, at NOON.

For further Particulars, apply to NORDDEUTSCHER LLOYD, MELCHERS & CO., GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 27th June, 1907.

OSAKA SHOSEN KAISHA.
REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO. S.S.	LEAVING
ANPING VIA SWATOW	"FUKUSHU MARU" and AMOY	SATURDAY, 29th June, at 8 A.M.
FOOCHOW (Direct)	"SEIKO MARU"	SATURDAY, 29th June, at 4 P.M.
TAMSUI VIA SWATOW	"JOSHIN MARU" and AMOY	SUNDAY, 30th June, at 10 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and we fitted throughout with electric light. First-class Saloon Midships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 27th June, 1907.

T. ARIMA, Manager.

14

SABANG BAY
COALING STATION,
POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS:—"HARCOAL" SABANG OR AMSTERDAM.

General Agent—G. A. WITT, London, E.C.

Coaling Agents—HALL BLYTH & CO., London, E.C.

Favourably situated at the entrance to the Straits of Malacca for all steamers from and to the Straits, China, Japan, India, Europe, United States, South Africa, etc.

WEST WELSH, JAPANESE, OMBILIN, AND BENGAL COAL.

No harbour dues, no pilotage charged and quick despatch given DAY and NIGHT.

FRESH WATER and Ice, SHIP'S STORES and PROVISIONS at Moderate Prices.

FLOATING DOCK available for Steamers up to 3,000 tons displacement and workshop fitted for any ordinary repairs.

For further particulars apply to the Agents at Hongkong.

JAVA-CHINA-JAPAN LIJN,
YORK BUILDINGS. 2200

Hongkong, 1st December, 1906.

NOTICES TO CONSIGNEES

S.S. "EENEST-SIMONS,"
COMPAGNIE DES MESSAGERIES
MARTIMES.

NOTICE

CONSIGNEES of Cargo from London ex.s.s. "Cordouan," and "Modo" from Havre ex.s.s. "Cordouan," from Bordeaux or s.s. "Verderokmas," and "Frederic Morel" in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded unless information is received from the Consignee before 10 A.M. To-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 1st July, 1907, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st July, 1907, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

The EAST ASIATIC CO., LTD., MELCHERS & CO., Agents.

Hongkong, 27th June, 1907.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"SADO MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of plate cuttings, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd July will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 9th July, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

THE EAST ASIATIC CO., LTD., MELCHERS & CO., Agents.

Hongkong, 27th June, 1907.

NATAL LINE OF STEAMERS

NOTICE TO CONSIGNEES.

S.S. "BENLARIG,"

FROM MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods are to be left in the Godowns, and all Goods remaining undelivered after the 2nd July, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 6th July, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

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POST OFFICE NOTICES.

The Empress of India, with the Canadian mail, left Shanghai on Thursday, the 27th inst., at 10 p.m., and may be expected here to-morrow, at 6 a.m.

The Prince Ludwig, with the German mail of the 4th June, left Singapore on Friday, the 28th inst., at 3 a.m., and may be expected here on or about Tuesday, the 2nd July, at noon.

FOR

F.R.S.

DATE

Cebu and Ilollo.	Saturday, 29th, 10.00 A.M.
Kochang.	Saturday, 29th, 10.00 A.M.
Manila.	Saturday, 29th, 10.00 A.M.
Batavia, Amoy and Foochow.	Saturday, 29th, 10.00 A.M.
Port Lincoln, Thursday Island, Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, N.I. Zealand, Adelaide, Perth and Fremantle.	Saturday, 29th, 10.00 A.M.

EUROPE, &c., INDIA VIA TUTICORIN

(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macao.

Foochow.

Amoy.

Batavia, Amoy and Tamsui.

Swatow and Shanghai.

Kudat and Sandakan.

Hoikow and Haiphong.

New York.

SHANGHAI, NAGASAKI, KORE, YOKOHAMA, HONOLULU and SAN FRANCISCO.

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Singapore, Penang and Calcutta.

Manila.

EUROPE, &c., INDIA VIA TUTICORIN

(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Shanghai.

Tsingtao and Nowchwang.

Kobe.

SHANGHAI, NAGASAKI, KORE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.).

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Swatow, Amoy and Shanghai.

Swatow, Chefoo and Tientsin.

Singapore, Penang and Calcutta.

Manila.

Swatow and Shanghai.

Batavia, Samarang, Soerabaya and Macassar.

SHANGHAI, NAGASAKI, KORE, YOKOHAMA, HONOLULU and SAN FRANCISCO.

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

HOCKS AND MOSELLES

SHIPPED BY

MESSRS. HINCKEL AND WINCKLER.

LAUBENHEIMER	1 doz. bts.	2 doz. 1 bts.
OPPENHEIMER	\$11.50	\$13.50
FORSTER	14.00	16.00
WACHENHEIMER	16.00	18.00
NIERSTEINER	13.50	15.50
HOGHEIMER	13.75	15.75
GEISENHEIMER (Royal Domain)	18.00	20.00
LIEBRAUMILCH (Selected Grapes)	20.00	22.00
	24.00	26.00

These HOCKS and MOSELLES are imported from Messrs. HINCKEL AND WINCKLER, one of the Oldest Firms dealing in this Trade. They have a great Reputation all over the World and at Home (Great Britain and Germany) so we can guarantee these Wines as exceptionally fine. At the same time their prices compared with those of other dealers will be found very favourable.

H. RUTTONJEE & SON.

WINE AND SPIRIT MERCHANTS.

Hongkong, 19th June, 1907.

TO-DAY

Sale, Household Furniture, No. 57, Caine Road, Mr. Geo. P. Lammer, 2.30 p.m.

Smoking Concert, Room of the Institution of Engineers & Shipbuilders of Hongkong, 9 p.m.

OPIUM

June 28th.

Quotations are:—

Malwa New \$800 per picul.

Malwa Old \$830

Malwa Older \$860

Malwa V. Old \$898

Persian fine quality \$600

Persian extra fine \$630

Persian New \$575 per chest.

Persian Old \$605

Banaras New \$865

Banaras Old \$810

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

FOR

DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver.

FROM 1893 TO 1905;

RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.

PRICE: \$1 CASH.

On Sale at the "DAILY PRESS" Office, or Local Bookseller.

COMMERCIAL.

CLOSING QUOTATIONS.

June 28th.

ON LONDON.—

Telegraphic Transfer 2.24

Bank Bills, on demand 2.24

Bank Bills, at 30 days' sight 2.24

Bank Bills, at 4 months' sight 2.24

Credits, at 4 months' sight 2.24

Documentary Bills, 4 months' sight 2.24

ON PARIS.—

Bank Bills, on demand 2.74

Credits, at 4 months' sight 2.74

ON GERMANY.—

on demand 2.23

ON NEW YORK.—

Bank Bills, on demand 5.51

Credits, at 60 days' sight 5.54

ON BOMBAY.—

Telegraphic Transfer 1.62

Bank, on demand 1.62

ON CALCUTTA.—

Telegraphic Transfer 1.62

Bank, on demand 1.62

ON SHANGHAI.—

Bank, at sight 7.3

Private, 30 days' sight 7.34

ON YOKOHAMA.—On demand 10.6

ON MANILA.—On demand—Pesos—10.6

ON SINGAPORE.—On demand 7.0 p.c.m.

ON BATAVIA.—On demand 1.30

ON HAIPHONG.—On demand 3.0 p.c.m.

ON SAIGON.—On demand 3.0 p.c.m.

ON BANGKOK.—On demand 6.2

OVERSEIGNS, Bank's Buying Rate—\$9.15

GOLD LEAF, 100 fine, per toal \$48.00

BAR SILVER, per oz. 304

JOINT STOCK SHARE.

Hongkong, June 28th.

COMPANY.

PAID UP.

QUOTATIONS.

Alhambra \$100, sales

Hongkong & Shih \$125, 76 k.l.

National B. of China \$20, 42, prem.

Bell's Asbestos E. A. \$120, 77, sellers

China-Borneo Co. \$12, 63, sellers

China Provid. \$10, 40, sellers

Cotton Mills— \$10, 40, sellers

Evo. \$10, 40, sellers

Hongkong \$10, 41, sellers

International \$10, 50, sellers

Laon Kung Mow \$10, 50, sellers

Soychee V. \$10, 50, sellers

Dairy Farm \$10, 15, sellers

Docks and Wharves \$10, 70, sellers

H. & W. Dook \$10, 100, sales & sel.

New Amyo Dock \$10, 114, buyers

Shanghai Dock \$10, 100, buyers

Shih & H. Wharf \$10, 100, buyers

— J. U. Y.—

Monday, 1st, 3.00 P.M.

Monday, 5th, 5.00 P.M.

Tuesday, 1st, 10.00 A.M.

Tuesday, 2nd, 10.00 A.M.

Printed Matter and Samples 10.00 A.M.

Registration, with late fee of 10 cents, up to 10.45 A.M.)

Registration, Kowloon B.O. 10.00 A.M.

No late fee.

Letters 11.00 A.M.

Tuesday, 2nd, 3.00 P.M.

Wednesday, 3rd, 3.00 P.M.

Thursday, 4th, 3.00 P.M.

Printed Matter and Samples 2.00 P.M.

Registration 2.00 P.M.

(Registration, with late fee of 10 cents, up to 2.45 P.M.)

Registration, Kowloon B.O. 2.00 P.M.

INCONSEQUENCES.

MY DEAREST KITTY,

Have you ever heard of Mr. Cobden? He was a false prophet who lived about fifty years ago and has done over so much more harm than Henry the Eighth, although he did murder his wives, because you see Mr. Cobden thought he was good and so people believed what he said, whereas you know that whatever Henry the Eighth said he only wanted a new wife. And the reason why I have to mention Cobden is, because he is the opposite to Mr. Chamberlain, who wants Tariff Reform, which is quite the latest fashion, and I like it awfully, next best to motorizing. And it's quite easy if you insist on only hearing one side, as then you don't get the other side, as then you can't feel that you're right, and if you're not sure you're right, you can't have any influence, and how can you do good if you haven't any influence? And I never understood a word when Arabic kept talking about "preferential tariff," and "important duties" and "fiscal reform," and all sorts of difficult words, till one Monday morning I saw two different laundry carts taking up washing from twelve different houses in one small street, and then of course I understood Tariff Reform directly. And it's like this. Supposing you've got twelve families all living in one village and all dreadfully poor because they've got no employment. Well one day somebody suggests that they shall all start taking in each other's washing as then they'd all have work and all be earning something. And it answers beautifully and they are all getting rich, till suddenly one day a false prophet is born in what we'll call the fool-family, and he says why not all take in each other's washing for nothing? Well, don't you see that'd be all right if they all agreed to do it for nothing, because you only count yourself rich or poor by what other people are. But as it happened, the eleven families said, Oh no, they should go on charging for the washing they took in, as they liked having a little money coming in, though they'd no objection to the fool-family taking theirs in for nothing. So, of course, you can see what happened. The eleven families all kept on sending more and more of their washing to the fool-family, because they got it done for nothing by him, and so they got richer and richer, as they got paid for what was sent them, whilst the fool-family got poorer as it took in money, only washing, while the others took in not only money, but the poor fool, too, who went on being obstinate just because the false prophet had prophesied that in five years at the latest the other families would be sure to see how much nobler it was to do things for nothing, and would follow their example. Well—of course, if they had all come round, it'd have been all right, because if you are all fools together it doesn't so much matter—but—which just shows what men are and how dreadfully superstitious—the five years Cobden talked of in his prophecy, have come to fifty, and the eleven families are still charging the poor fool more and more, and Mr. Campbell-Bannerman, who has inherited the false prophet's place, because there's a tradition in that family that there must always be one fool—I mean prophet—is so afraid of offending the ghost of the dead prophet that he still uses the same old arguments which have been ghosts, too, for ever so long, because railway and steamers have changed everything that gave any sense to what the prophet said all these years ago.

And I think it's very unlikely to poor Mr. Cobden, when everything has happened exactly as he prophesied it would, to go on pretending that he would have argued that, because things were exactly the reverse of what he had thought they would be, therefore he would want exactly the same things done as he would have wanted had things been the opposite. And I should like to start a Society for the Protection of Cobden from his own aborigines—his wild prophecies, I mean, for they've all come wrong, and I hope Mr. Campbell-Bannerman won't be very angry if I let out what he's up to, for I can see perfectly well that he agrees with Cobden, who said—wait a minute, I've got it written down so as not to make a mistake. "The colonial system, with all its dazzling appeals to the passions of the people, can never be got rid of except by the indirect process of Free Trade, which will gradually and imperceptibly loose the bands which unite our colonies to us by a mistaken notion of self-interest." So you see, if Mr. Campbell-Bannerman thinks that Cobden is right about Free Trade and the results of Free Trade, he must want the bands which unite our colonies to us to be loosened, as that is to be the result of Free Trade, and, of course, that's why he won't agree to anything that the Colonial Premiers want, as he knows that is just the opposite, and would draw the bands tight. Only the worst is, he doesn't say so cutright, but tries to take up the extension of the English notion by floating exciting toy torpedoes in a little backwater of his own, so that they shan't notice that the real trading ships are going past and leaving them behind. For what does it matter—comparatively keeping an Empire and having great trade, if a bill is proposed about the Dissolution of the Lords, who aren't really, Charlie says, a bit more dissolute than the Commons, and I can see now why Mr. Campbell-Bannerman was so uncomfortable all the time the Colonial Premiers were here, and Charlie and I had a dispute as to which Mr. C. B. would rather find himself sitting opposite on a long journey, when he's going for a holiday—a Colonial "vacation"?

And then Arabic says that Mr. C. B. ought to be just as uncomfortable with every working man he meets, for if he believes that Cobden was a true prophet—and you can see, can't you, that he certainly wasn't as clever as Isaiah, who was so vague he could never go wrong, or old Moore whose things do often come true—that he ought to abolish Trade Unions at once, for another thing that Cobden said—here it is—"Depend upon it, nothing can be got by fraternizing with Trade Unions. They are founded upon Principle of brutal tyranny and monopoly. I'd rather live under a Boy of Algiers than Trade Commissaries."

So now that Mr. Campbell-Bannerman has tried to get rid of religious education and of Ireland, through what Charlie calls his "double-boreled" gun, the next thing he'll try to abolish is he's logical—but I hope they'll give Mr. Birrell a peggie first and take him away, as it's somebody else's turn to be the Government Aunt Sally now—is Trade Unions, and then we shall see what the working men will say about Free Trade. And isn't it stupid to call it Free Trade when it's only free to foreigners who can bring their things into England, but who won't let our things in free to their countries, so it's heads they win and tails we lose. Why? It's just as though a father of a large hungry family were to stand out in the street and shout "free pockets!" and let the passers-by pick all his pockets. Lovely for the passers-by, but not quite so nice for the hungry family at home, who think it would be only fair if the pockets of the passers-by were also free; only as they're not such fools, the poor family has to be content with being told that they are setting the world a noble example—which doesn't satisfy their hunger all the same.

You can see now, can't you, that it'd be absurd to want to hear the other side, after what I've told you? But what I am trying to do is to find a good recipe for laying Ghosts. So good-bye now.

From your loving

TOBY TUEY.

—Post Mail Gazette.

IN SMALL SAILING CRAFT.

THOM "THE TIMES."

A friend of mine treasures a cutting from a forgotten newspaper, which bears some verses by a nameless poet, who, after announcing courageously that he has tried all the pleasures of the world, concludes with the view:—

And Love it was the best of them,
Sleep worth all the rest of them.

With us being rash enough to claim this omniscience in pleasure, but also without having neglected wilfully any legitimate avenue to it, it is open to us to proclaim a similar opinion that, for those who fit it at all, sailing in any kind of vessel, large or small, is the purest of human pleasures. To say this is to run counter to Bacon, who claimed purity of pleasure in the superlative degree for a garden—but not, as most of the myriad writers on that theme appear to think, for manual labor in the garden. For him who would have his hands and brain occupied, but not to excess always; there is nothing in this world to beat sailing in general, and sailing of small craft in particular, for quiet enjoyment and gentle exercise, with occasional interludes of keen excitement, calling for rapid use of judgement and prompt action. From the age of fourteen for some thirty years I have handled and steered small sailing boats whenever there was or seemed to be, a reasonable excuse for indulging in the pastime, and on occasions have steered large yachts and have directed the operations of the crew; but, after turning over many a glorious experience in memory, it is plain that the little boats in which one boy or man, or at the most two, did all the work, bore all the responsibility, made all the mistakes, ran all the risks, and laughed at all the mishaps, were, in words of boyhood, twice as much fun as the more ambitious yachts.

My training has been acquired whenever there was a chance. It began in an open boat, 14 ft. long, rather broad in the beam, and with an unusually deep keel, in the Menai Straits. She carried two spritsails, jib and staysail, and could be handled easily by a pair of boys. In her one learned many things—how best to arrange the ballast so as to impede her pace least and to promote her steadiness most; how to help her round when going about ship; for she was a trifle slow in stays—by backing staysail or jib; when to turn her head on to heavy seas; when to expect a gype and how to deal with it; how much water it was safe to take in on the lee side before slackening the sheet or letting her head come up to wind; for it is to be noted that most good sailing boats have a tendency to come up to the wind rather than to fall away from it. One learned, too, to respect the tides, especially the seven-knot tides of the Swillies, which lie between the Menai Bridge and the Britannia; to take advantage of eddies and to know where to look for them—that is to say, behind capes and promontories, upon which the tide impinges; and above all, to watch for squalls scurrying darkly over the sea on the leeward side. A squall which came suddenly down the pass of Aber, when we were sailing carelessly in a light breeze, with main sheet inexorably belayed, and laid us on our beam ends, taught that lesson once and for all. In fact, the old boat, which was taken outside Carnarvon far and into the open water beyond Puffin Island in strong breezes now and again, was a valuable teacher; and the memories of those summer days, when one was always wet with the splashing of the sea, are imperishable. The craft was rough and heavy, no doubt, but she was our own. We painted her every year, first caulking her seams and patching some of her planks, with our own hand; and we grew to feel that she had a character and an individuality. Nor was this a fond delusion of boyhood. Much sailing in larger and more fashionable craft in later years has proved to demonstration, or has, at all events, produced the conviction, that every boat has a distinct character, almost a personality, of her own. When a sailing club, or a body of private friends, order half a dozen identical craft for "one-design" sailing from a builder, and he constructs them in exactly the same way, on exactly the same lines, and of equal material, to the best of his ability, it is an almost invariable result that they differ in quality and capability. One will excel the others in closeness of sailing, another will always go ahead before the wind; one will have an advantage in a light breeze, another in a strong wind; and this will happen even if the skipper and crew be interchanged. Nature, it is said, makes no two creatures, absolutely identical and men, it appears, cannot make two things which shall be entirely equal. Every cricket bat, tennis racket, fishing rod, rifle and certainly every boat, has its own peculiar and private character.

This was impressed upon me forcibly in two parts of the world about as distant from one another as they could be—that is to say, at Perth in West Australia, and at Oxford. At Perth the Swan River spreads itself out into a broad lake or lagoon, ideal for small boat sailing, on which black swans are the rule, and beside which sailing boats may be hired. They are to all appearance of one design, little centreboards with a single sail and a mast stepped well forward; yet, after many trials, one was found to be far better than any of the others. But the discovery was then no novelty. It had been made at Oxford, confirmed on Southampton Water and on the Solent, and again on the Menai Straits. It will be confirmed now, no doubt, in the case of the one design sailing boats with which the members of the Motor Yacht Club are seeking to banish some of the weariness which comes of watching motor-boat races. (These last are too deadly for anything, because, if there be no handicap, a few seconds mean a vast distance between the competing boats, and when there is a handicap by time allowed, everybody except judge and timekeeper has a part to play for the last little boat crawl in and the vital calculations have been made.) But let there be no misunderstanding. Although no two one-design boats are identical, racing them is the best of sport for competitors, since men are not all equal any more than boats are, and the worse boat, well steered and handled, will often beat the better, not so skilfully managed. Nor, except on dead water where there is no high land near, does the issue of the race depend merely upon knowing how to steer and how to trim and handle the sail. In other circumstances brains count, and count for a great deal. You must know the currents and their variation, and you must use your knowledge. Not being a pig, you cannot see the wind; but you can see the ripples on the water ahead, and the flat calm there; and sometimes, by looking intelligently to windward, may perceive the cause of both, the opening among the hills allowing the breeze to reach the water, the obstacle which, like a boulder in a mountain river, parts the stream of wind into

two and leaves a calm between them. They have very smart little one-design boats at Oxford now on the upper river, and a remarkably pretty sight they are when the floods cover Port Meadow; but when navigation is restricted to the river there is abundant opportunity for study of the tricks of the wind, and of their causes—a hayrick, a hedge or a row of pollards—perhaps—and that study pays. To watch the boats, dart to and fro when the breeze is with the stream, and it is desired to sail up, to see some carry on until they are well within an expanse of unruffled water, while others turn about deftly at the edge of it, even though it be but half-way across, is to have an opportunity of gauging the wiles of the unknown and joyous skipper.

Oxford sailing boats are of incomparably higher class than they were; but it is to be doubted whether the present generation of undergraduates derives more enjoyment from them than their predecessors of the seventies obtained from their predecessors' oars. Our boats or those which we hired, were of fair class for that date; so are theirs for this date. It was possible then, and it is now, no doubt, to obtain boats of higher class at Southampton or the Mersey, or on the Clyde. The pace of our boats, being the best obtainable then, was as soul-satisfying to us as the far greater speed of them is to them now. And we could cruise in our spacious but cranky tubs, and friends with us on occasion, whereas they certainly cannot do that in their fast-sailing boats, and these have made the roomy tubs distasteful to them. Like them, we used to capsize now and again, for all these boats are centreboards, and a capsized boat, and is, wonderfully stiff up to a point, when that point is reached she goes over with a snap, and as she goes one way you go the other, if you remember in time, and sit on the edge or the bottom of your wrecked craft until such time as a good Samaritan, or a savior requiring payment, shall come to the rescue. It is an ignominious plight at best, but there was more comfort about it, or less discomfort, with the old craft than there is with the new, because the hulls of old time were bigger. Besides that, we could cruise, and we did. A cruise up river was not to be undertaken in the boats of the last century. With a contrary wind and plenty of water in the river, it took all a winter's afternoon, and more seamanship than the majority of undergraduates mariners possessed, to make the passage to Godstow, a distance of less than two miles. An attempt to penetrate higher reached still of the stripping Thames, less known then than now, was once made the occupation of several days; but it was a failure, except as a towing expedition, for there was little sailing, even down stream, by reason of the sinuosity of the Isis and of a terrible abundance of shallow water. But, with current as a constant aid several summer voyages have been made from Oxford to Teddington Lock, and the memory of all of them is of pleasure without alloy. Once or twice a friend and I slept in the boat, spreading the mosquito over the open cockpit to keep off the dew or possible rain; but the ceilings of the boat were of an astonishing hardness, and the only things to be said for the process were that it promoted early rising and that it gave one a reason for pitying the inmates of prisons. Riverside inns, fairly simple and reasonable in the matter of charge, in those days for the most part, were a great deal more comfortable. Each voyage was of necessity leisurely, at one period or another, and I fear it must be admitted that on each at least six days were spent. But we were never in a hurry—it is the true spirit and essence of holiday-making to treat the lapse of

time with contempt—and, if there was a good deal of very slow and sunbaked progress upon a lazy stream and against gentle air, no expedition was ever without its summer gale, which, when it blew straight down a reach, gave the steersman plenty to do and called upon him to exercise a good deal of strength on tiller and sheet, and, when it was contrary, kept the whole ship's company of two busy and employed.

Looking back, and looking forward too, I hold among three opinions. Is the passing hour the most enjoyable when the boat glides down stream without effort, and when one may lie supine, steering insinuately and talking; or when a roaring stern wind seems to bring nearer and nearer the moment when one must either run into the bank or give and risk a broken mast; or when the lusty breeze is a "dead nor'wester," and, taking every minute on so, the little craft darts through the hissing water, heeling over gaily at an angle which looks worse than it is, and the gurgle is all but below the surface? After all, however, what does it matter which is the most enjoyable experience, if they are all delightful in their kind, as they are to those who like to handle sailing boats? Of course there are those who do not, and the conventional attitude to adopt towards them would be that of pitying contempt; but that, in truth, is rather a senseless habit, for not only is the maxim "de gustibus" of universal application, but also it is fortunate that tastes in pastime vary. The playtime of life would be a poor and congested thing indeed if all the active men and women who happened to be at leisure simultaneously were keenly desirous to amuse themselves in precisely identical fashion. An old song-writer thought he was pouring forth scorn on the lovers of the water when he wrote—

Some like to glide on a flowing tide, in a galley fast and free,

But a bat and a ball, when we come down from Hall, in the green summer Muds for me.

Really he was complaining of that providential

variety in the tastes of mankind in relation to pleasure which is the condition precedent and essential to the existence of pleasure itself.

SANTAL MIDY
These tiny
Capsules
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to Copaya,
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I herewith enclose you one of my latest photographs, which will show you what Newbro's Herpicide has done for my hair. Since using your remedy my hair is much longer than it was, and it has that lustre to it that one's hair always has when the scalp is in a healthy condition."

(Signed) MISS MADELINE CLUTTER.

No. 4350, Berkeley Ave.,
Chicago, Ill.

The immense popularity of Newbro's Herpicide, particularly among the better class, is due to the fact that it never disappoints. It does all and more than is claimed for it.

Its delightful fragrance, perfect clearness and freedom from grease or oil, appeal to the discriminating, and its cleansing, refreshing and health-giving effect upon the scalp is immediately apparent.

Herpicide makes the hair light and fluffy and gives it a silken gloss.

Extraordinarily long hair is a gift of Nature that relatively few possess, but not many would complain if they could save Nature's head covering in its original beauty and luxuriance.

The dandruff germ is the greatest enemy of abundant hair. This is on account of the highly contagious nature of dandruff, which makes it almost impossible to escape the disease without the occasional use of a germ-destroying solution.

Newbro's Herpicide is the ORIGINAL remedy that "kills the dandruff germ." It promptly eradicates dandruff stops falling hair and, (except in chronic baldness) restores the hair to its former health and activity. Herpicide stops itching of the scalp almost instantly.

At Drug Stores. Send 10 cents in Stamps to The HERPICIDE CO., Dept. N. Detroit, Mich., for sample.

A. S. WATSON & CO.,

SPECIAL AGENTS.

MISS MADELINE CLUTTER.

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RESERVE FUND \$10,000,000
STELLING RESERVE \$10,000,000
SILVER RESERVE \$11,000,000
RESERVE LIABILITY OF PROP. TO \$10,000,000

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For 3 months, 2½ per cent. per annum.
For 6 months, 3 per cent. per annum.
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J. R. M. SMITH,
Chief Manager.

Hongkong, 14th June, 1907. 21

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For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH
Chief Manager.

Hongkong, 12th January, 1907. 22

NEDERLANDSCH-INDISCHE HANDELS BANK, (NETHERLANDS INDIA COMMERCIAL BANK)

ESTABLISHED 1863.

Authorised Capital Fl. 15,000,000 (£1,250,000)
Subscribed Capital Fl. 10,000,000 (Paid up)
Reserve Fund Fl. 1,628,350.19 (£135,737)

HEAD OFFICE: AMSTERDAM.
SUB-OFFICE: THE HAGUE.
HEAD AGENCY: BATAVIA.

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CORRESPONDENTS at: Cheribon, Tegal, Pecalongan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djedda, Bangkok, Saigon, Shanghai, &c.

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Brussels: BANQUE DE PARIS ET DES PAYS BAS.

Vienna: UNION BANK.

Rome: BANCA COMMERCIALE ITALIANA.

THE BANK buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.

INTEREST ALLOWED.

On Current Accounts 2½ per cent. on daily balances.

On Fixed Deposits 12 months 4½ per cent.

do. 6 do. 3½ do.

do. 3 do. 2½ do.

J. BOETJE, Manager.

No. 16, Des Vœux Road Central

THE BANK OF TAIWAN LIMITED

INCORPORATED BY SPECIAL IMPERIAL CHARTER

CAPITAL SUBSCRIBED £5,000,000

CAPITAL PAID-UP £3,750,000

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Anping Nagasaki Tamsui

Foochow Osaka Tokio

Keelung Shanghai Yokohama

Swatow

HONGKONG OFFICE:
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Interest allowed on Current Account. Deposits received on terms which may be learned on application.

D. TOHDOW, Manager.

Hongkong, 5th April, 1907. 842

INTERNATIONAL BANKING CORPORATION.

Fiscal Agents of the United States in China and the Philippines Islands and the Republic of Panama.

CAPITAL AND SUBSCRIPTIONS

AUTHORISED £10,000,000

CAPITAL PAID-UP £3,250,000

RESERVE FUND £3,250,000

HEAD OFFICE: 60, Wall Street, New York.

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The Corporation transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2½ per cent. on Daily balances and accepts Fixed Deposits at the following rates:—

For 12 months 4½ per cent. per annum.

For 6 " 4 " "

For 3 " 3 " "

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CHAS. R. SCOTT,
Manager.

Hongkong, 1st January, 1907. 793

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THE
YOKOHAMA SPECIE BANK
LIMITED.

CAPITAL PAID-UP Yen 24,000,000

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Cheloo Tientsin Peking

Newchwang Dihua Port Arthur

Changchun Mukden

OFFICE—YOKOHAMA

—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposits for 12 months 5½ per annum

do. 6 " 4 " "

do. 3 " 3 " "

TAKEO TAKAMICHI,
Manager.

Hongkong, 6th April, 1907. 560

SHIPPING IN PORT.

STEAMERS.

ALDENHAM, British str. 3,808, F. W. Hood, R.N.R., 27th June—Kobe 22nd June, General—Gibb, Livingston & Co.

AMIGO, German str. 771, Baltzer, 27th June—Hoiho 25th June, General—Johsen & Co.

BONNE, German str. 1,344, F. Sombol, 25th June—Sandakan 19th June, General—Melchers & Co.

CAPE CORSO, British str. 2,510, Colin McLeod, 22nd June—Australia via Manila 19th June, General—Butterfield & Swire.

C. DIEDERICHSEN, German str. 754, T. Peter, 26th June—Hoiho 25th June, General—Johsen & Co.

CLOIS, British str. 1,070 tons, Comdr. C. D. S. Rakes, Hongkong

DIAMON, 1st class cruiser, 11,000 tons, 16 guns, 16,500 h.p., Capt. Empire, Hongkong

FARIS, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., Lt. Comdr. G. M. Gresson, Hongkong

FLORA, 2nd class cruiser, 4,350 tons, 10 guns, 7,000 h.p., Capt. Gran Dalton, Hongkong

HANDY, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Cox, Hongkong

HART, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. P. Leonikov, Hongkong

HENRY, British str. 1,115, W. Müllermann, 25th June—Swatow 24th June, Rice and Teakwood, N.D.L.

DEVANIA, British str. 4,785, T. H. Hide, 27th June—Shanghai 25th June, General—P. O. S. N. Co.

EMPEROR OF CHINA, British str. 3,046, R. Archibald, R.N.R., 2nd June—Vancouver, B.C. 14th May, Mails and General—C. P. R. Co.

FRI, Norwegian str. 860, C. Wagle, 25th June, Hongkong

GARIBOLDI, British str. 1,115, W. Müllermann, 25th June—Swatow 24th June, Rice and Teakwood, N.D.L.

GEMINI, British str. 1,115, W. Müllermann, 25th June—Swatow 24th June, Rice and Teakwood, N.D.L.

GILDED, British str. 1,115, W. Müllermann, 25th June—Swatow 24th June, Rice and Teakwood, N.D.L.

GRANADA, British str. 1,115, W. Müllermann, 25th June—Swatow 24th June, Rice and Teakwood, N.D.L.

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GRANADA, British str. 1,11